

BookletChart™

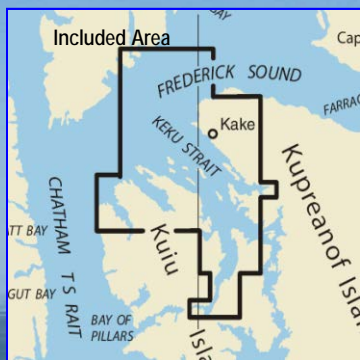
Keku Strait – Northern Part

NOAA Chart 17368

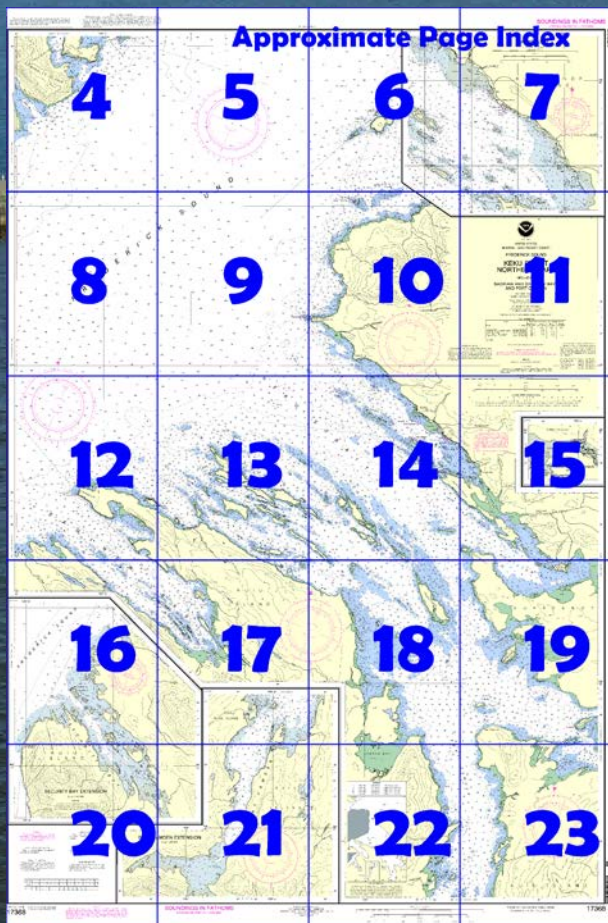


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17368>.



(Selected Excerpts from Coast Pilot)

Keku Strait, marked by lights and daybeacons, connects Summer Strait with Frederick Sound and separates Kuiu Island from Kupreanof Island. Aids to navigation are exposed to high currents and are frequently destroyed by ice and debris. The strait consists of three parts: a large bay at the S and N ends, and a narrow, intricate passage, about 18 miles long, known as Rocky Pass, that connects the two bays. The following description covers

the S bay and Rocky Pass. The N part is described with Frederick Sound, chapter 8.

The bay forming the S entrance to the strait is very foul, particularly the E and NE shore. Navigation through any part of the bay should be with caution. The entrance to the bay is between Sumner Island and Point Barrie.

In the S bay, anchorage can be had about 300 yards off the E shore, E of Meadow Island. Anchorage can also be had in Threemile Arm, or in the NE part of the bay, NNE of Monte Carlo Island.

Point Barrie forms the E point at the S entrance to Keku Strait. Reefs and shoals extend from 0.5 to 1 mile off the point. **Barrie Island**, 0.9 mile SE of the point, is a wooded island making a good mark for entering Keku Strait from the E. Foul ground extends from the island to the shore.

W and NW of Point Barrie are numerous off-lying rocks, reefs, and islets. **Trouble Island**, 2 miles NNW of Point Barrie, is a prominent wooded islet at the outside edge of the foul area. Small craft with local knowledge can follow an irregular passage through this area, but this should not be attempted when the extensive kelp beds are not showing.

Conclusion Island is the large densely wooded island about 4.5 miles WNW of Point Barrie and 3 miles N of Sumner Island; it has several peaks and is generally steep-to.

No Name Bay, about 3 miles W of Conclusion Island, is constricted at its head by several wooded islets. Near the head is anchorage suitable for small craft.

Seclusion Harbor is a small inlet about 3.5 miles NNW of the W end of Conclusion Island. A chain of islands is E of its entrance.

Threemile Arm, N of Seclusion Harbor, makes off to the W at the NW end of the bay. Its entrance is obstructed by rocks. By proceeding with care, vessels can enter passing NE of the islet in the middle of the entrance, and find good protected anchorage in the middle of the arm in 5 to 8 fathoms, soft bottom.

In 1974, a survey revealed a rock awash in the middle of the arm in 56°35'45"N., 133°50'10"W.

Meadow Island is a low, wooded island in the E part of the bay, 4 miles N of Point Barrie. The island is used as a fox farm. Foul ground extends 300 yards S and 0.6 mile N of the island.

From Farragut Bay to Cape Fanshaw, the shore should not be approached closer than 0.5 mile. The coast is bold and heavily wooded.

Point Highland, 4.2 miles SE of Cape Fanshaw, is steep-to and wooded, but is not prominent.

Cape Fanshaw, at the junction of Stephens Passage and Frederick Sound, is a long, low, wooded point terminating in a moderately long point of bedrock, with a mound of bedrock at the extreme end and deep water within 0.2 mile of the point. **Cape Fanshaw Light** (57°11'07"N., 133°34'26"W.), 33 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the point of the cape.

Turnabout Island, about 13.5 miles WSW of Cape Fanshaw, is high and wooded. The shores are fairly bold except at the S end. The cove on the NW side of the island has temporary anchorage for small craft. An islet, 0.5 mile SW of Turnabout Island, shows as two rocks about 20 feet high, at high water; but at low water the ledge surrounding the islet shows for about 800 yards SW and on the line of the bare rocks. A clear channel 1.5 miles wide, between these rocks and Pinta Rocks, may be safely used in the daytime and with clear weather. **Turnabout Island Light** (57°07'55"N., 133°59'16"W.), 23 feet above the water, is shown from a spindle with a red and white diamond-shaped daymark on an islet N of Turnabout Island. A 5¼-fathom spot is about 0.7 mile SSW of the light in about 57°07'22.7"N., 133°59'56.9"W.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

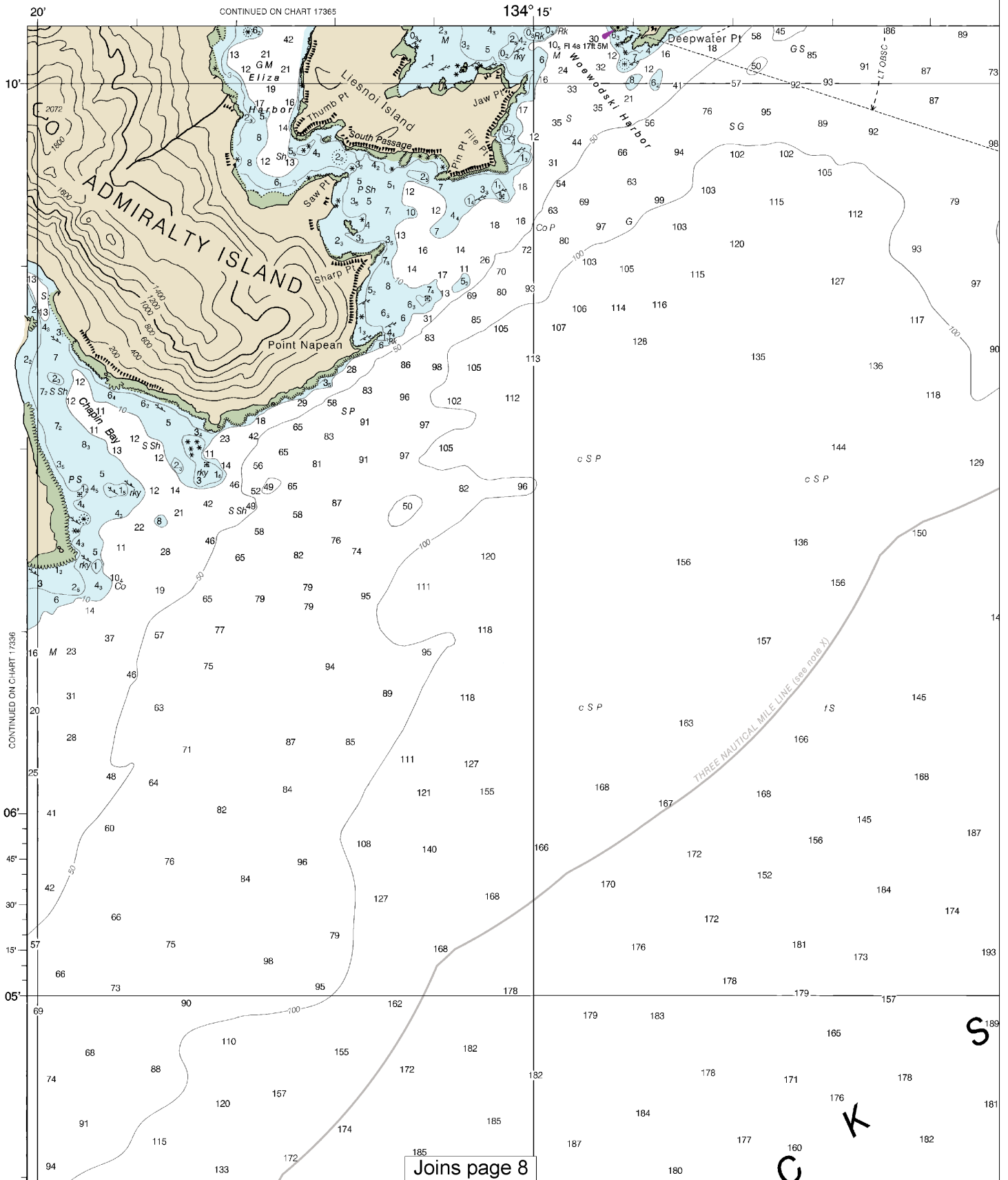
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

17368



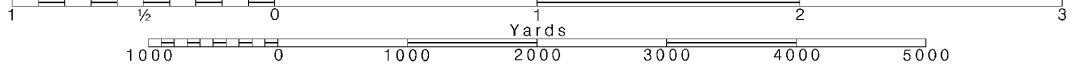
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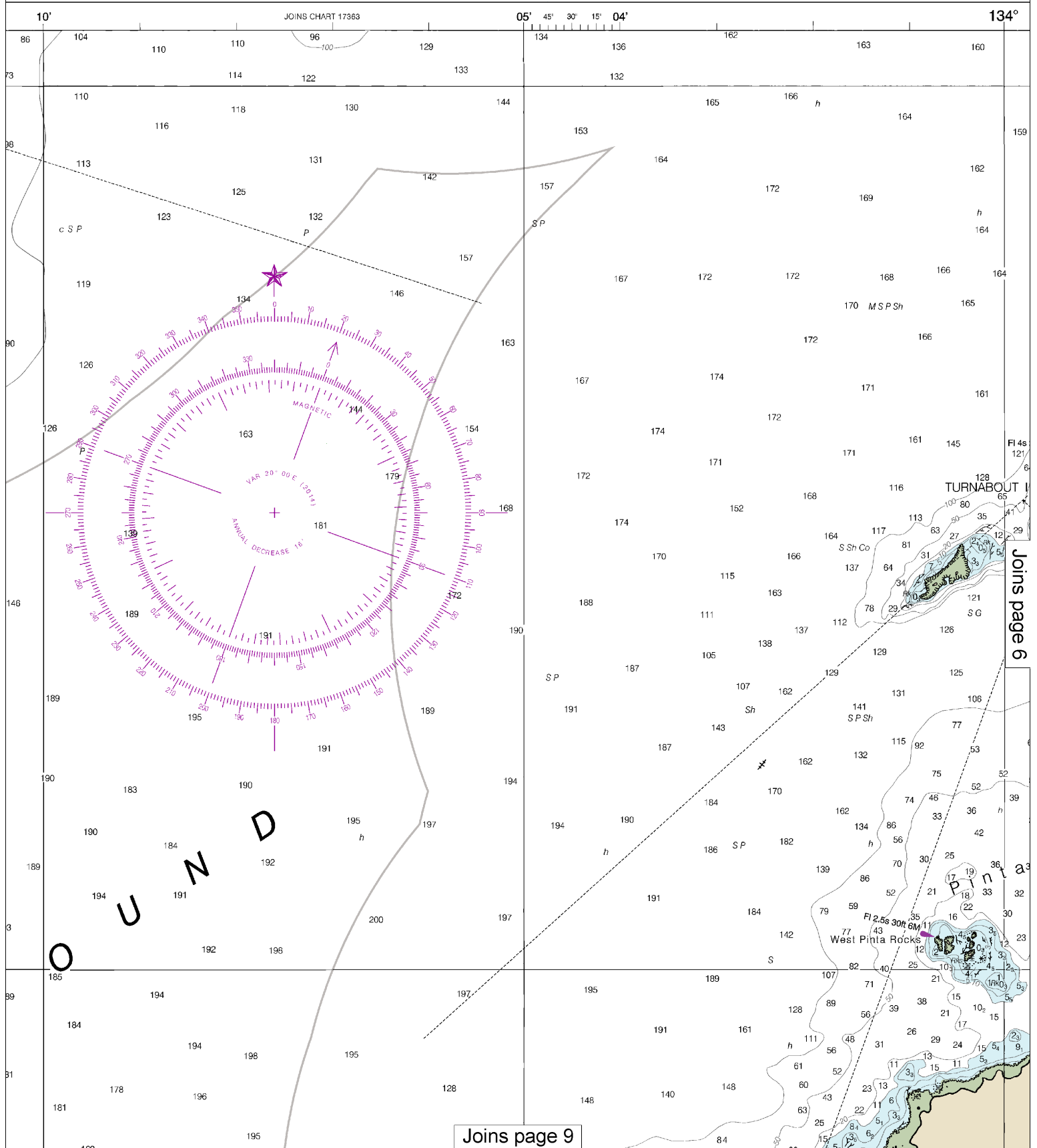
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

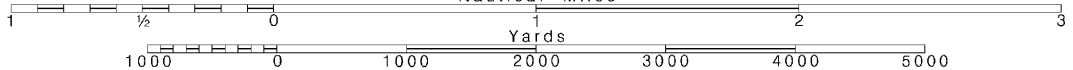




This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Printed at reduced scale.

See Note on page 5.

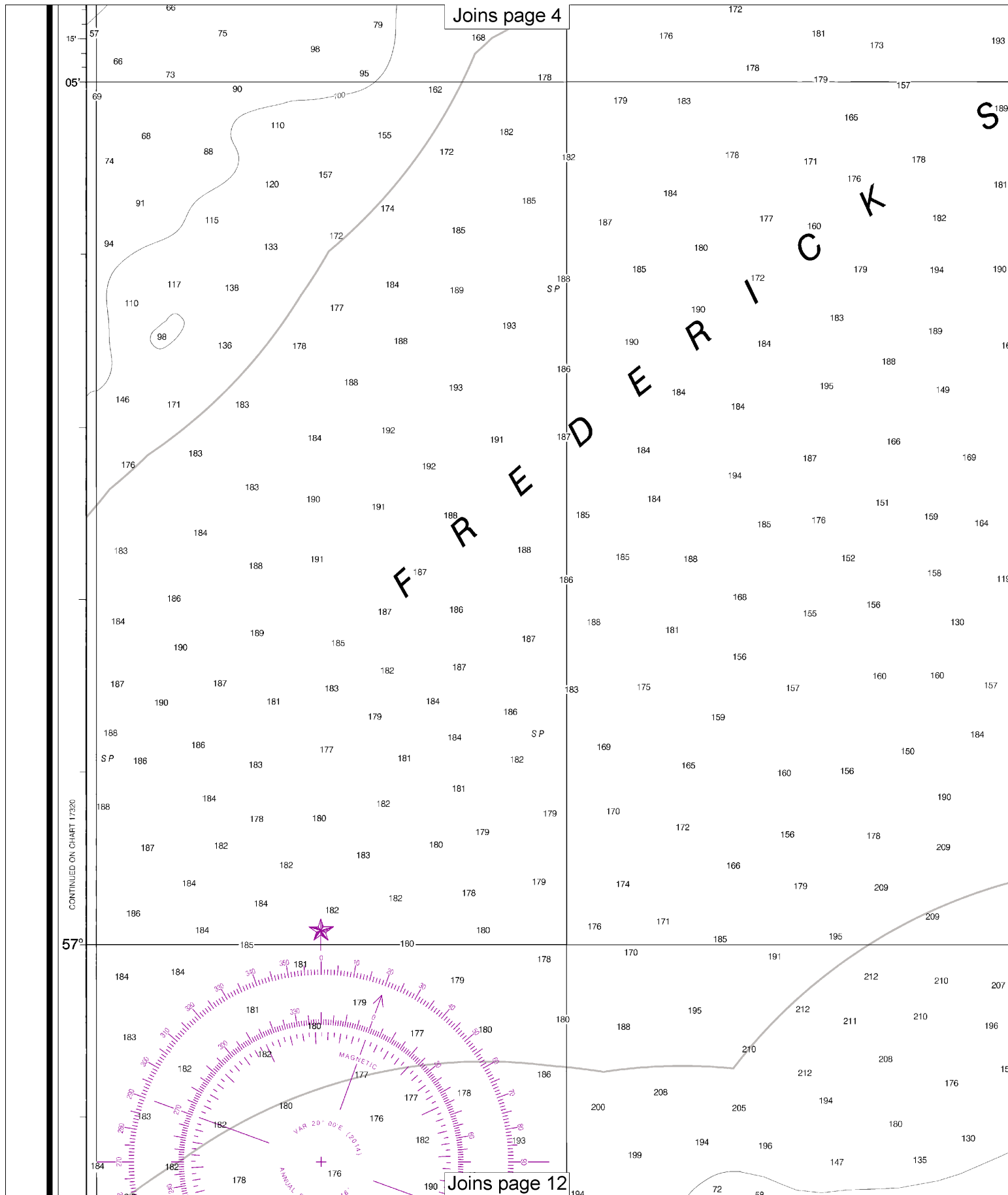


(FATHOMS AND FEET TO 11 FATHOMS)

[illegible]

8th Ed., Sep. 2014. Last Correction: 12/9/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

7



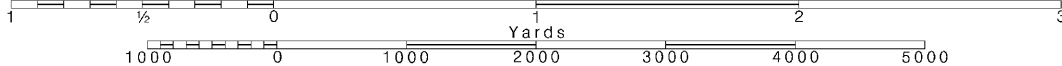
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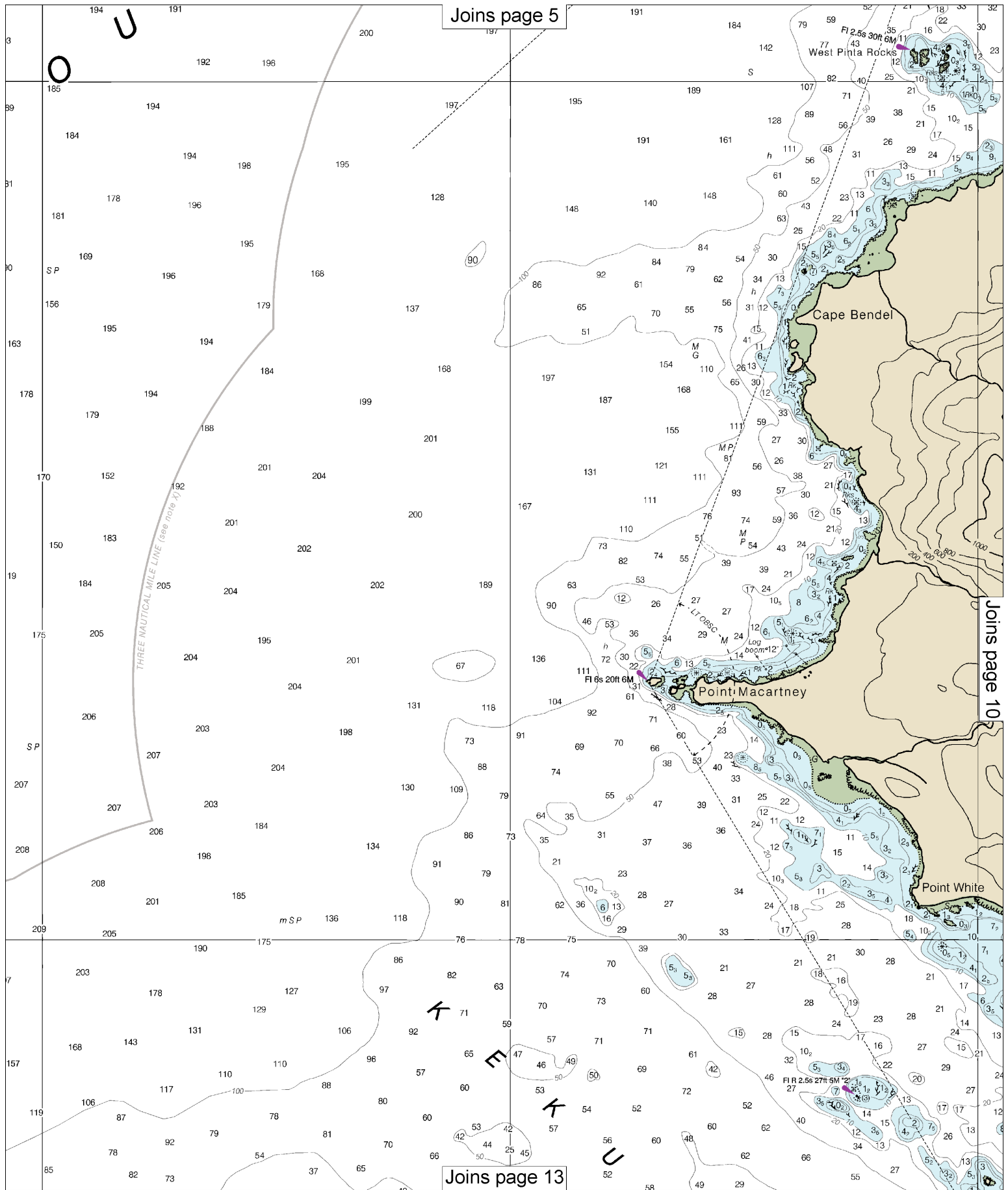
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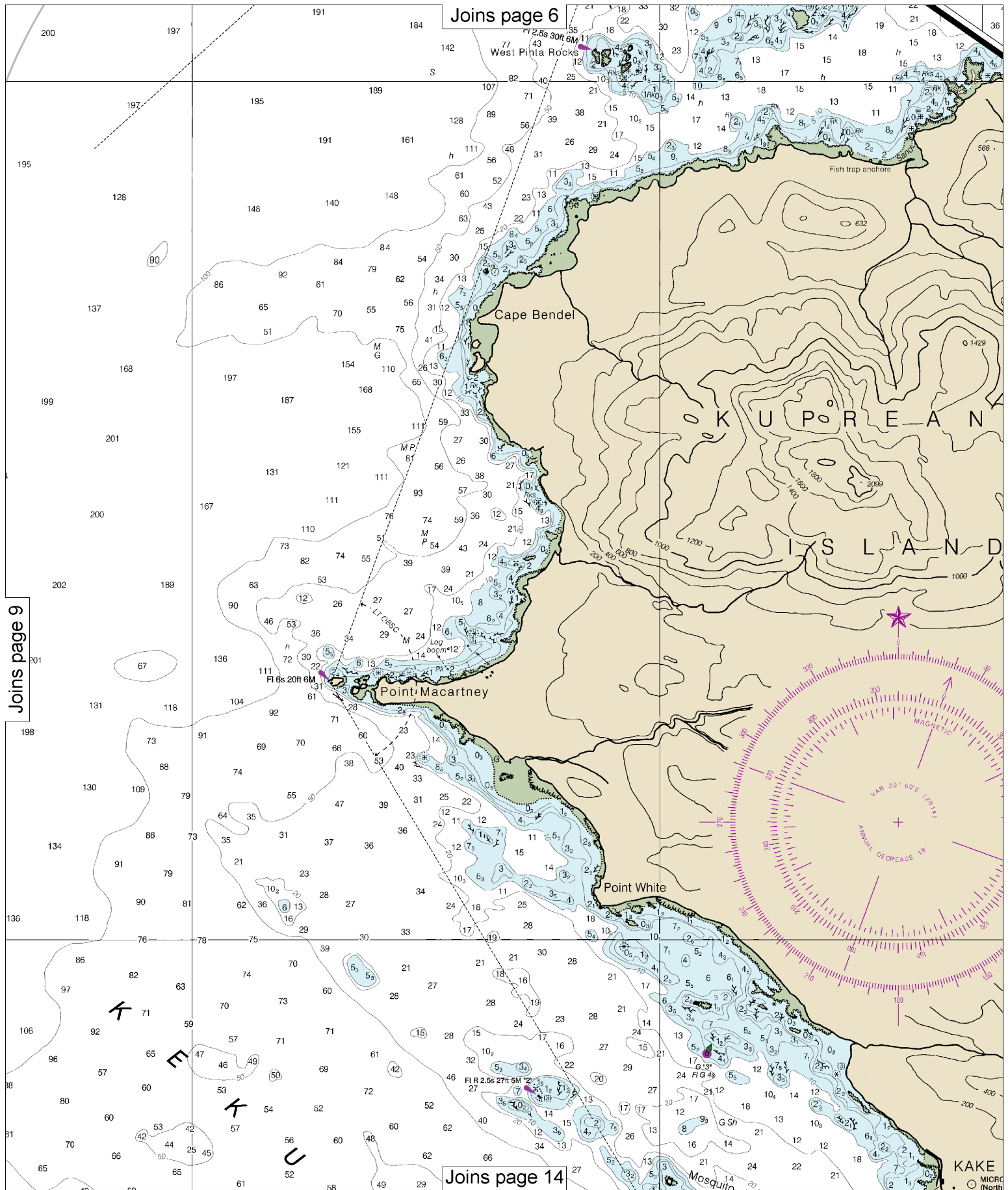
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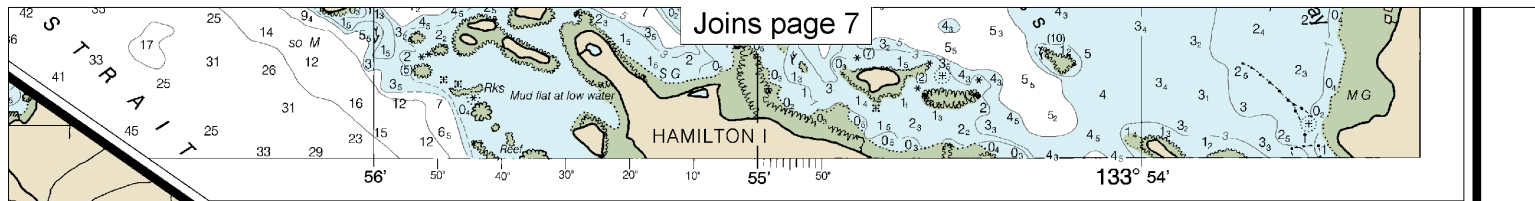
SCALE 1:40,000
Nautical Miles

See Note on page 5.









THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
ALASKA - SOUTHEAST COAST

FREDERICK SOUND
KEKU STRAIT
NORTHERN PART

INCLUDING
SAGINAW AND SECURITY BAYS
AND PORT CAMDEN

Mercator Projection
Scale 1:40,000 at Lat 56° 54'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Fliza Harbor	(57°10'N/134°11'W)	14.3	13.4	1.5
Saginaw Bay	(56°54'N/134°18'W)	13.7	12.9	1.5

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Jul 2014)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.226" southward and 6.229" westward to agree with this chart.

For Symbols and Abbreviations see Chart No. 1

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

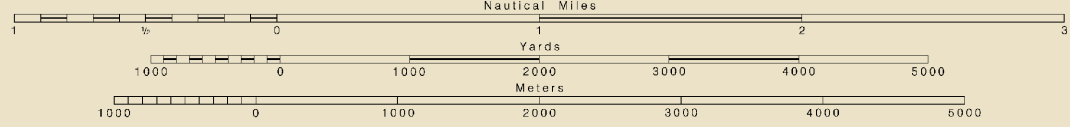
HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SCALE 1:40,000
Nautical Miles

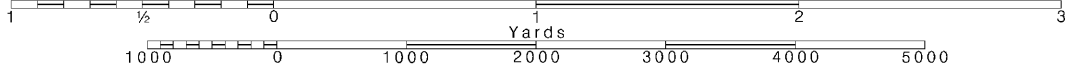
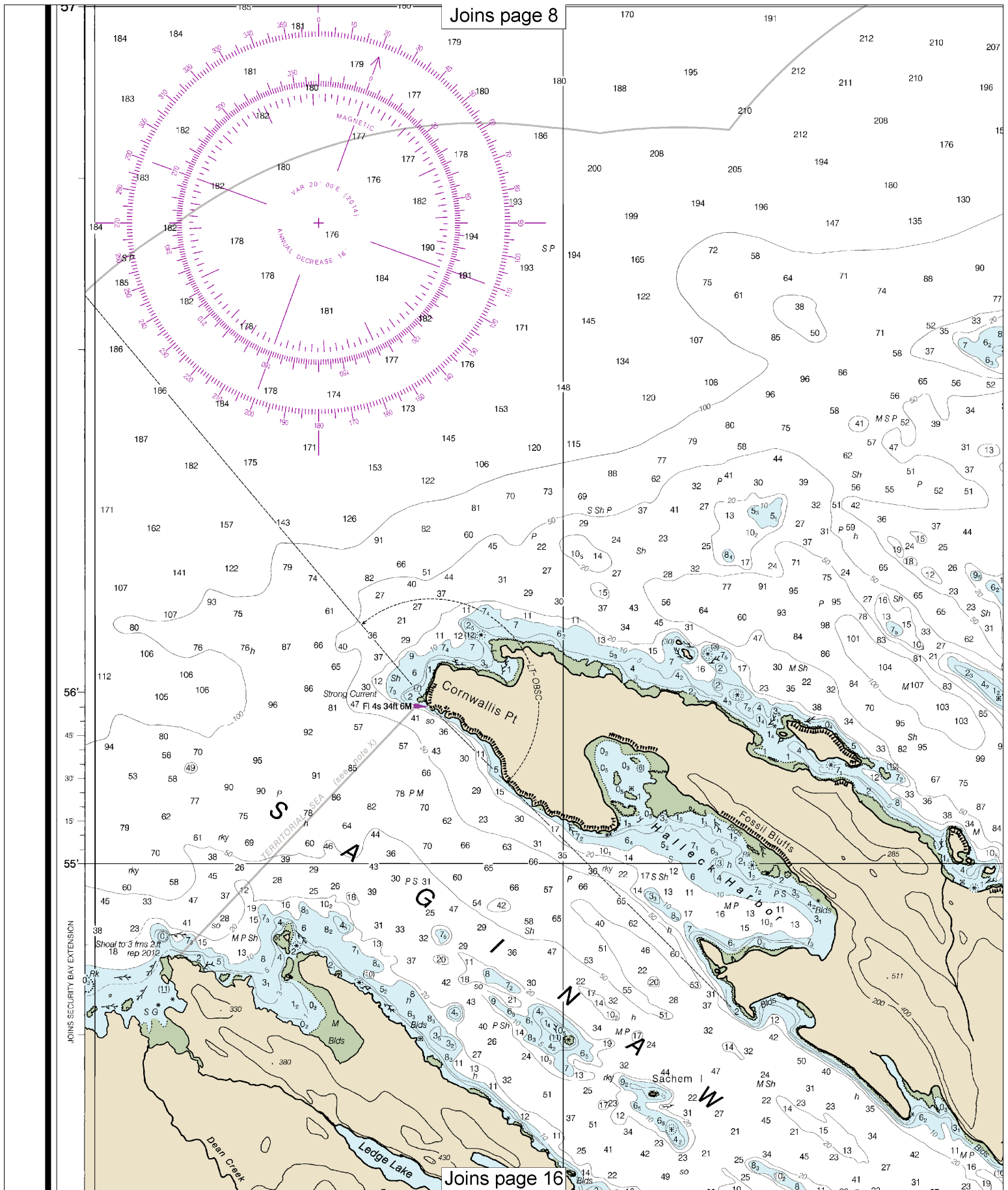


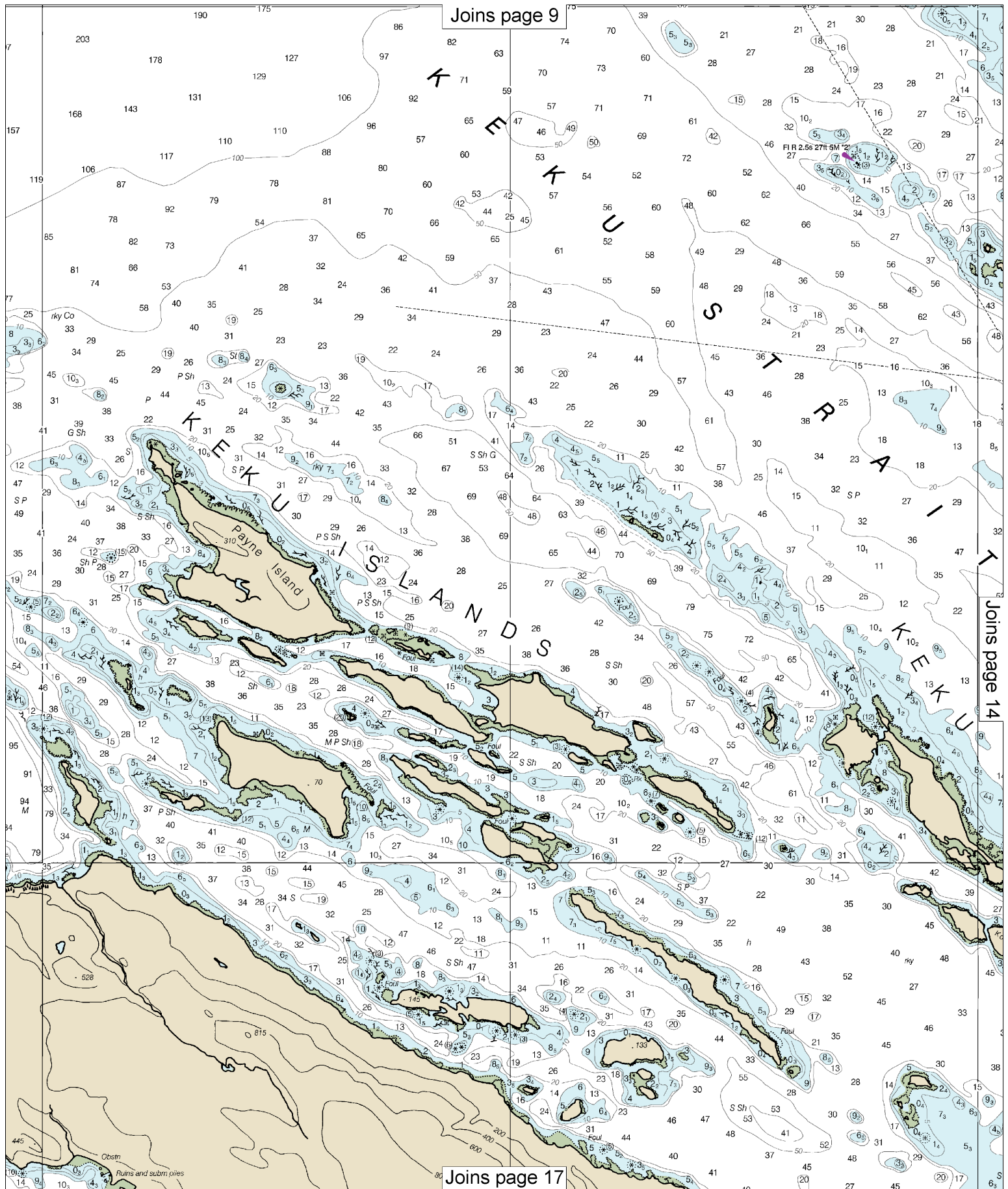
NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. Robert Barron, AK	KZZ-87	162.450 MHz
Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwani I., AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I., AK	KZZ-91	162.450 MHz
Sitka, AK	WXJ-80	162.550 MHz

Joins page 15



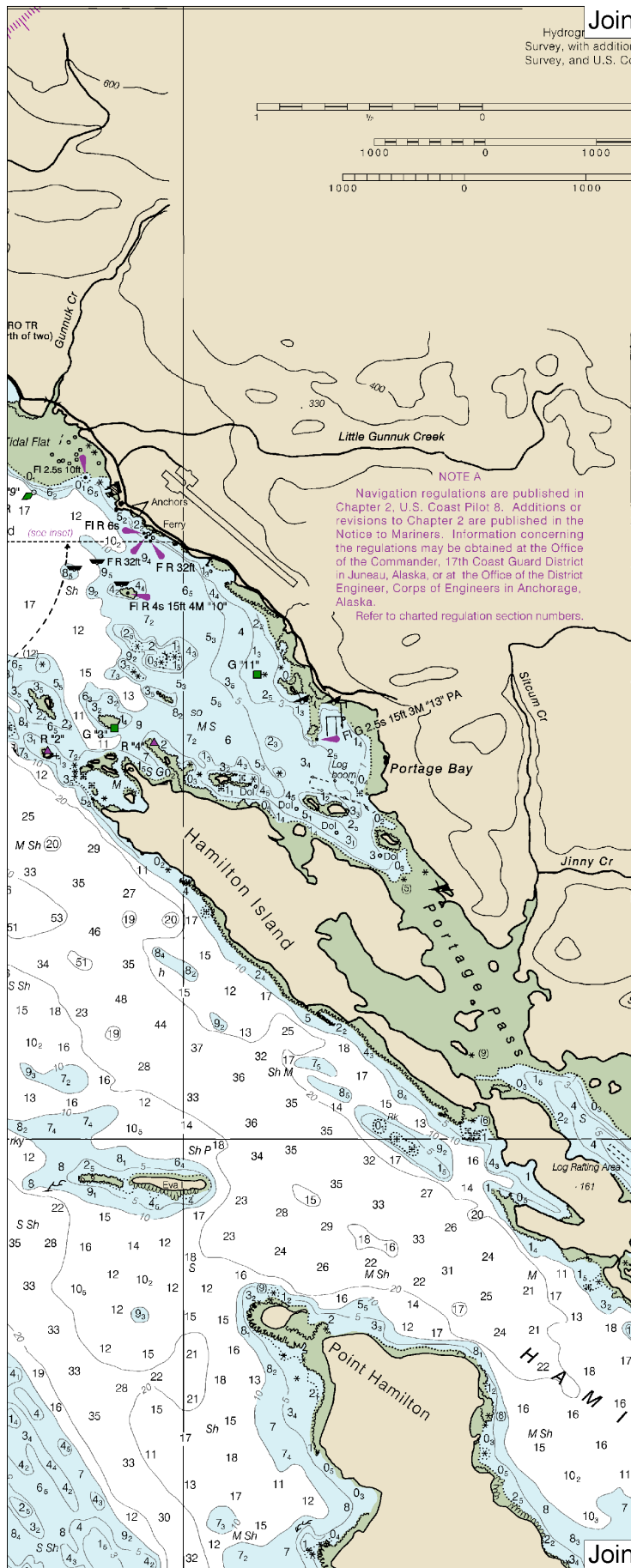
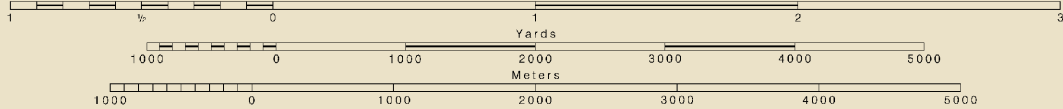


Hydrographic Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

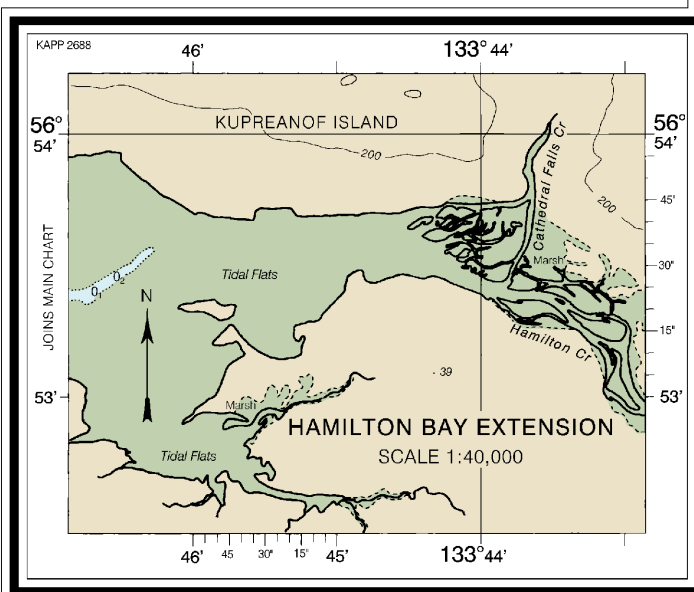
Zarembo I, AK KZZ-91 162.450 MHz
Sitka, AK WXJ-80 162.550 MHz

SCALE 1:40,000

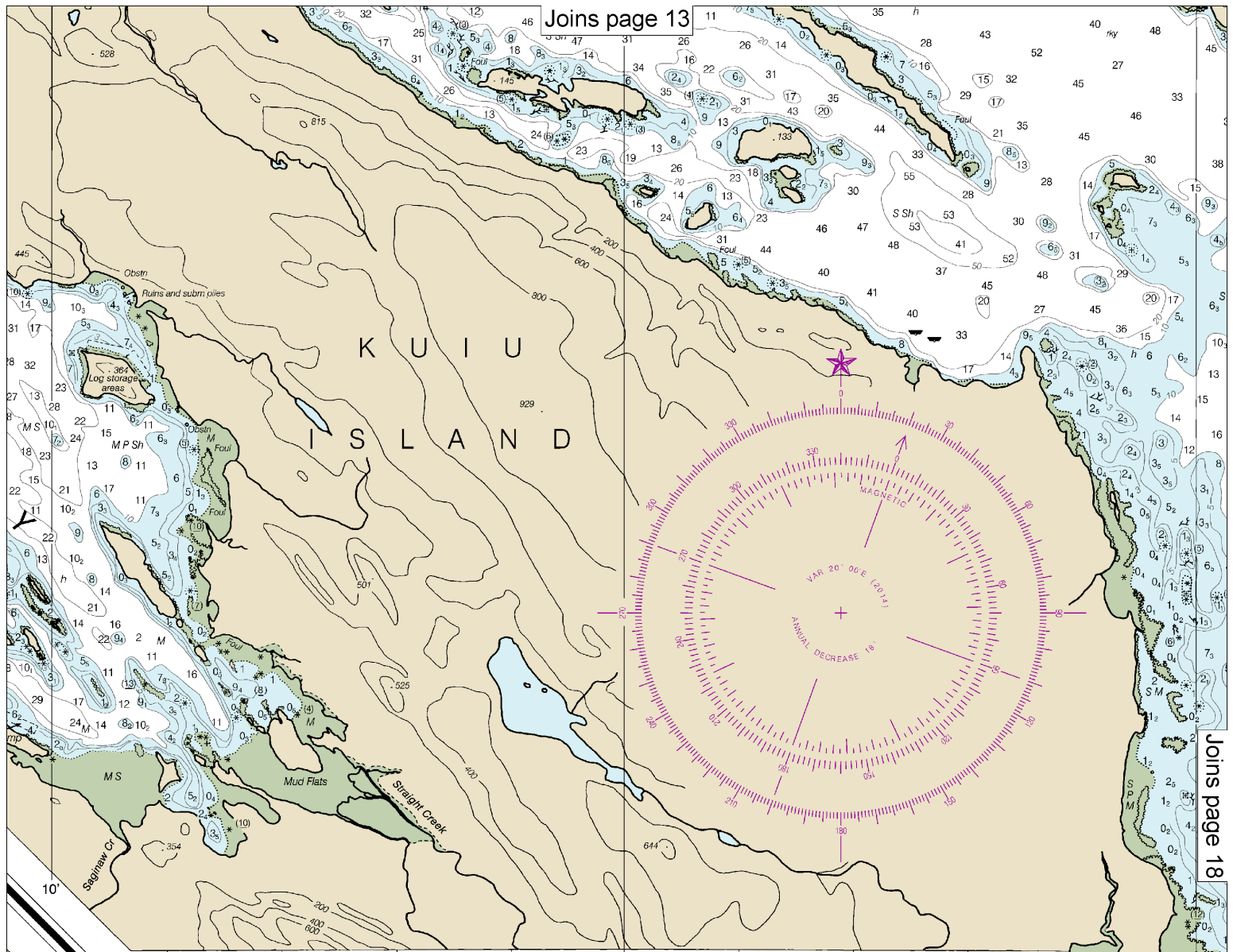
Nautical Miles



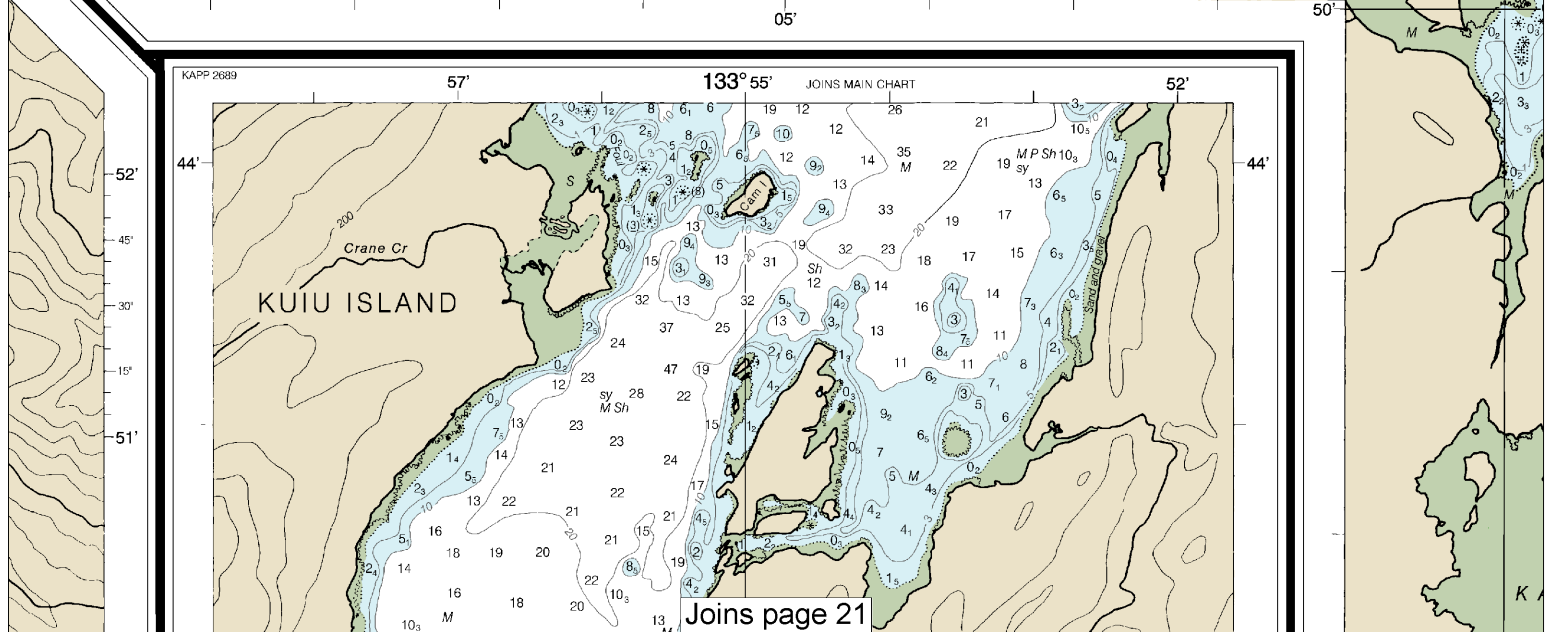
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

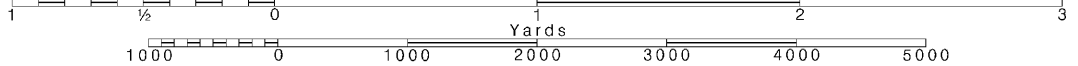
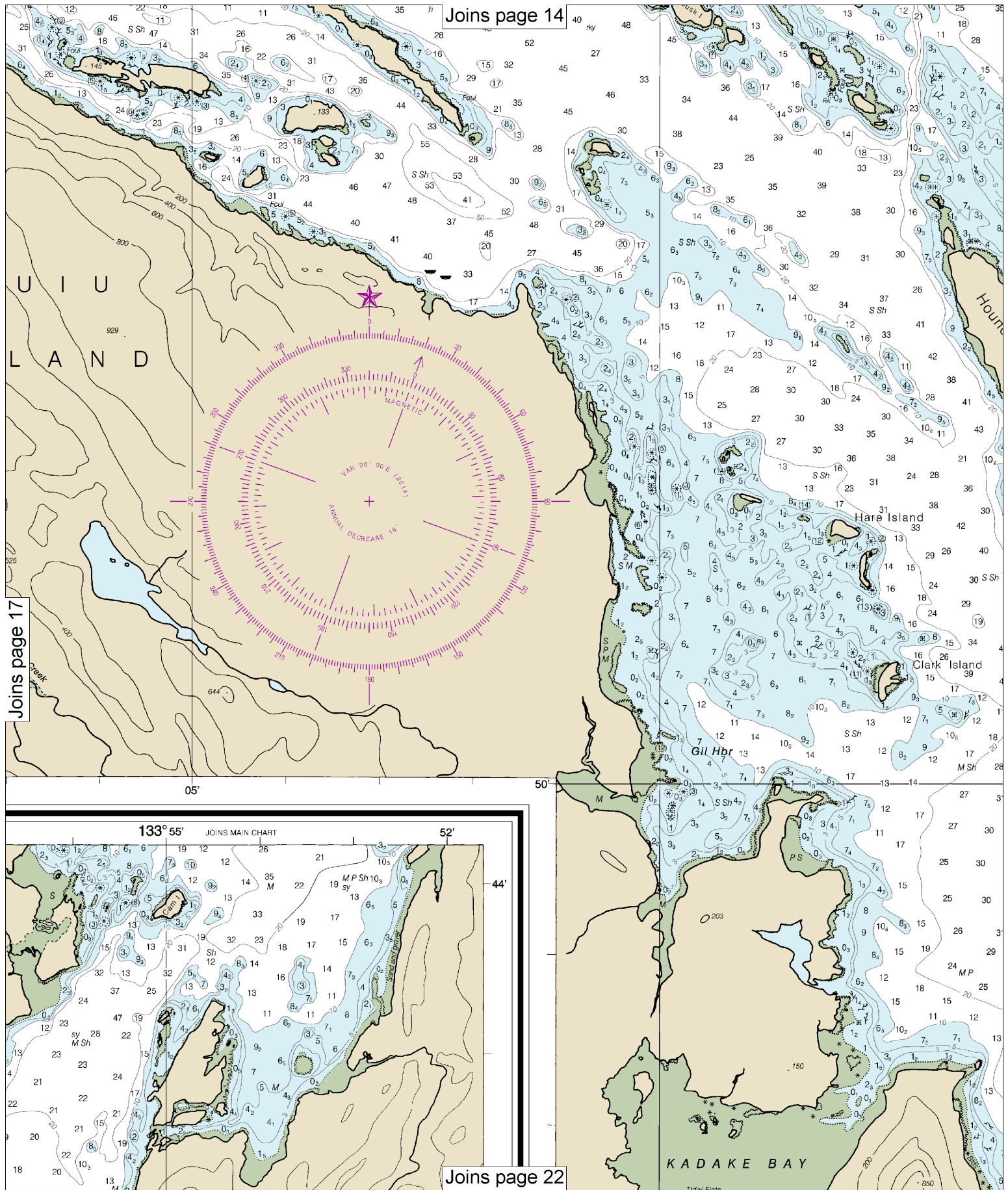


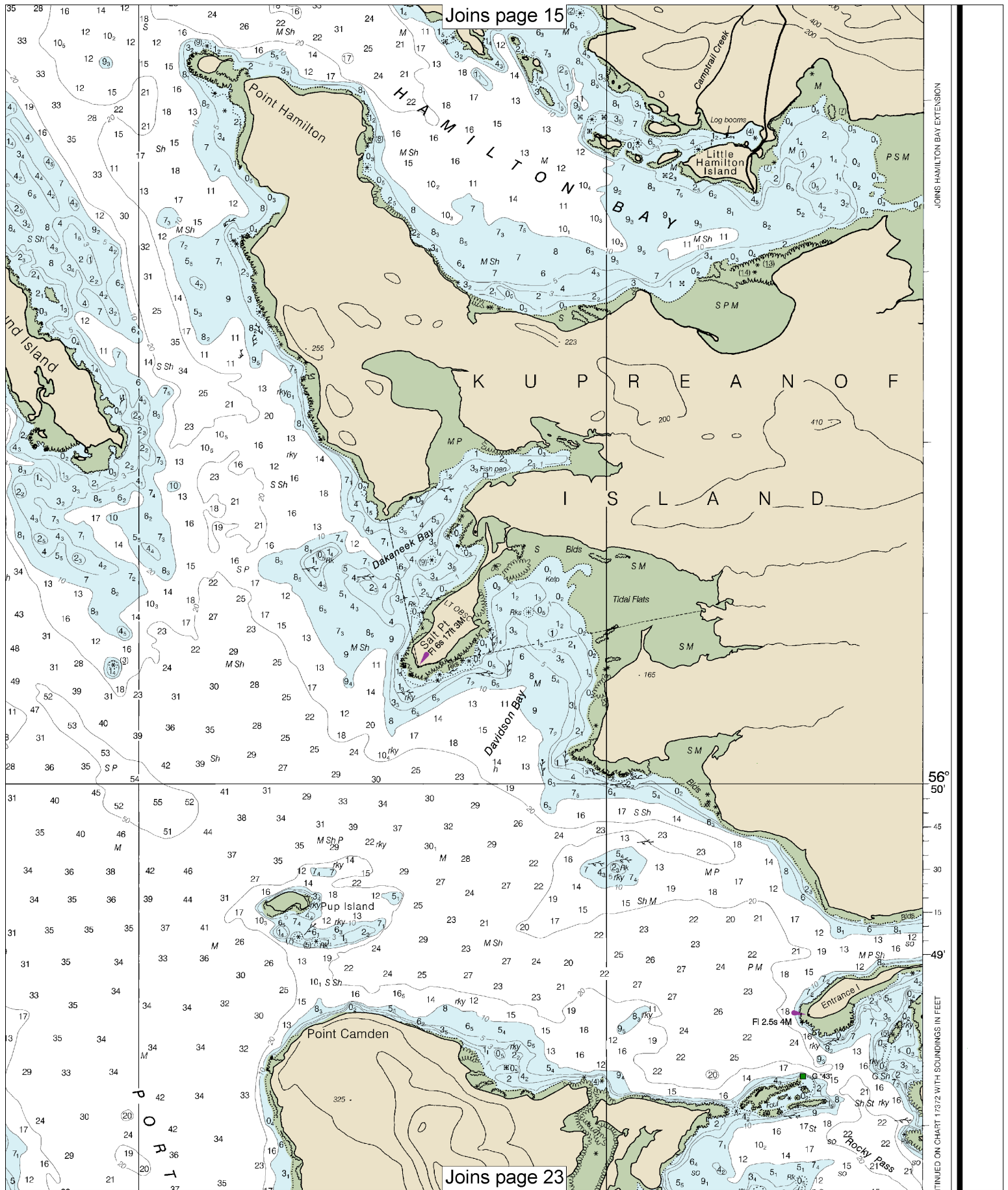
NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

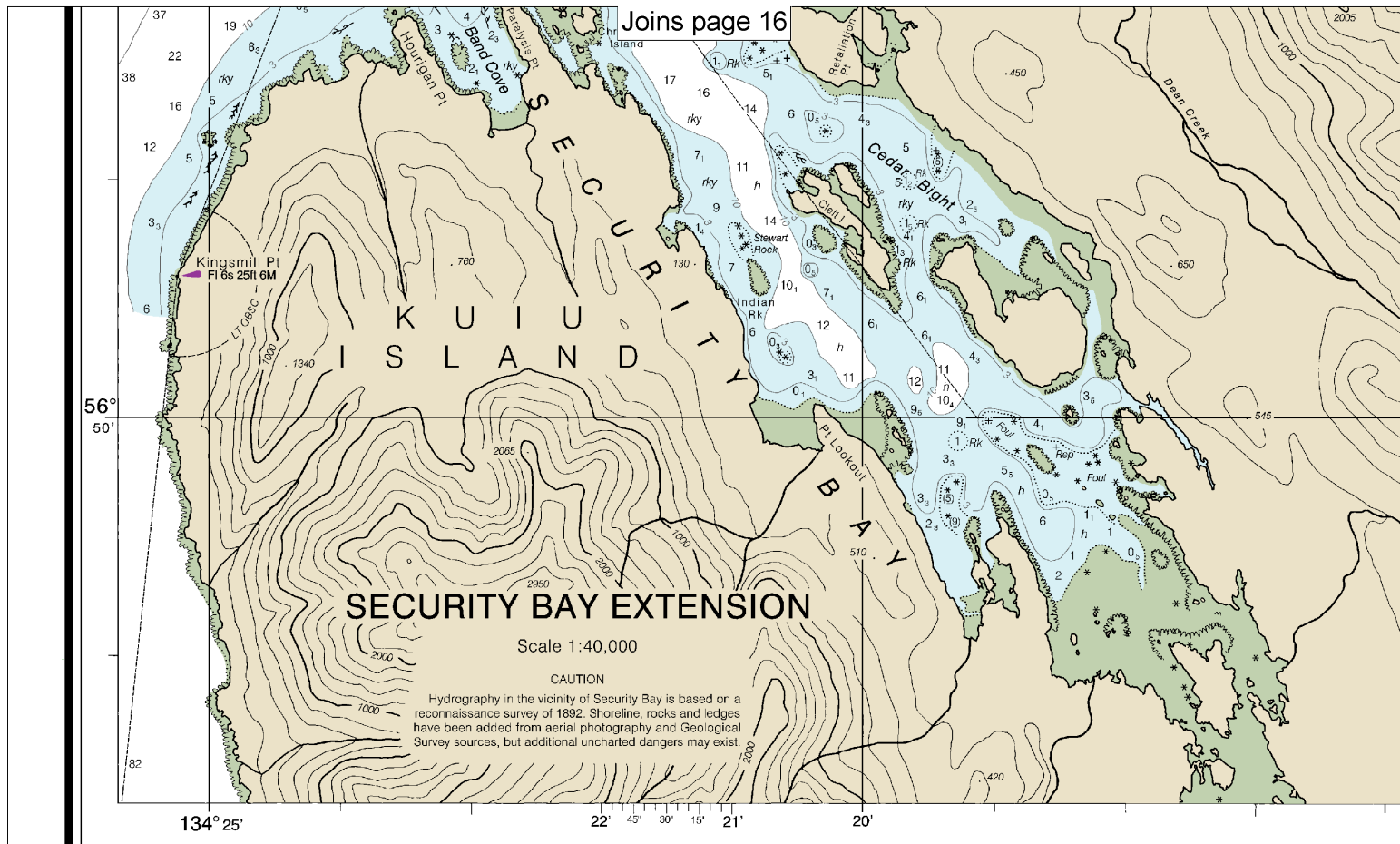


Joins page 18









WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 8 for important supplemental information.

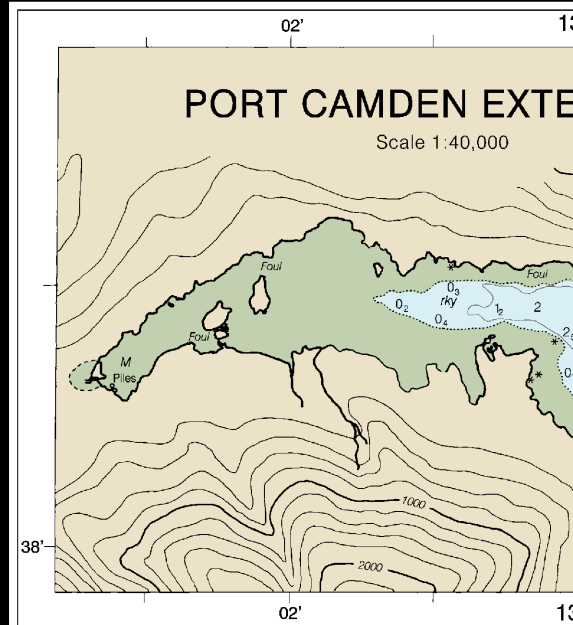
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17



17368

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUND
(FATHOMS)

8th Ed., Sep. 2014. Last Correction: 12/9/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

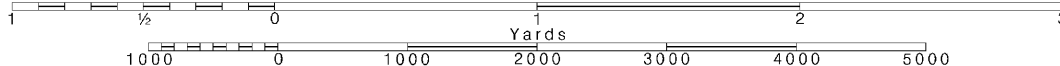
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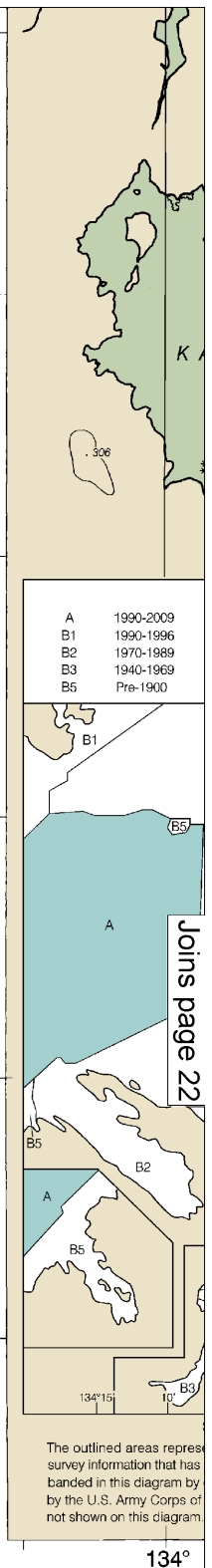
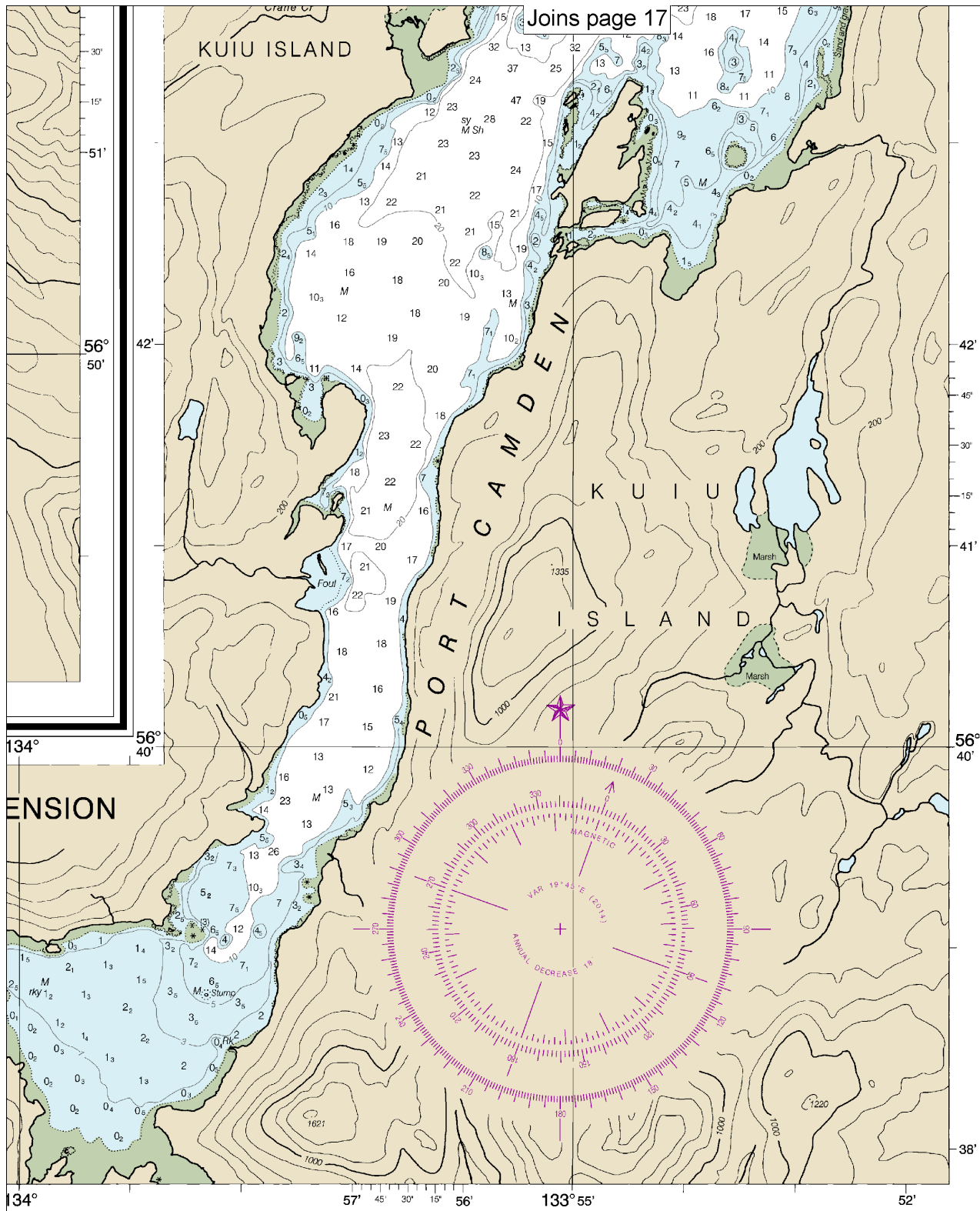
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

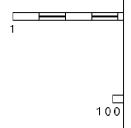
See Note on page 5.

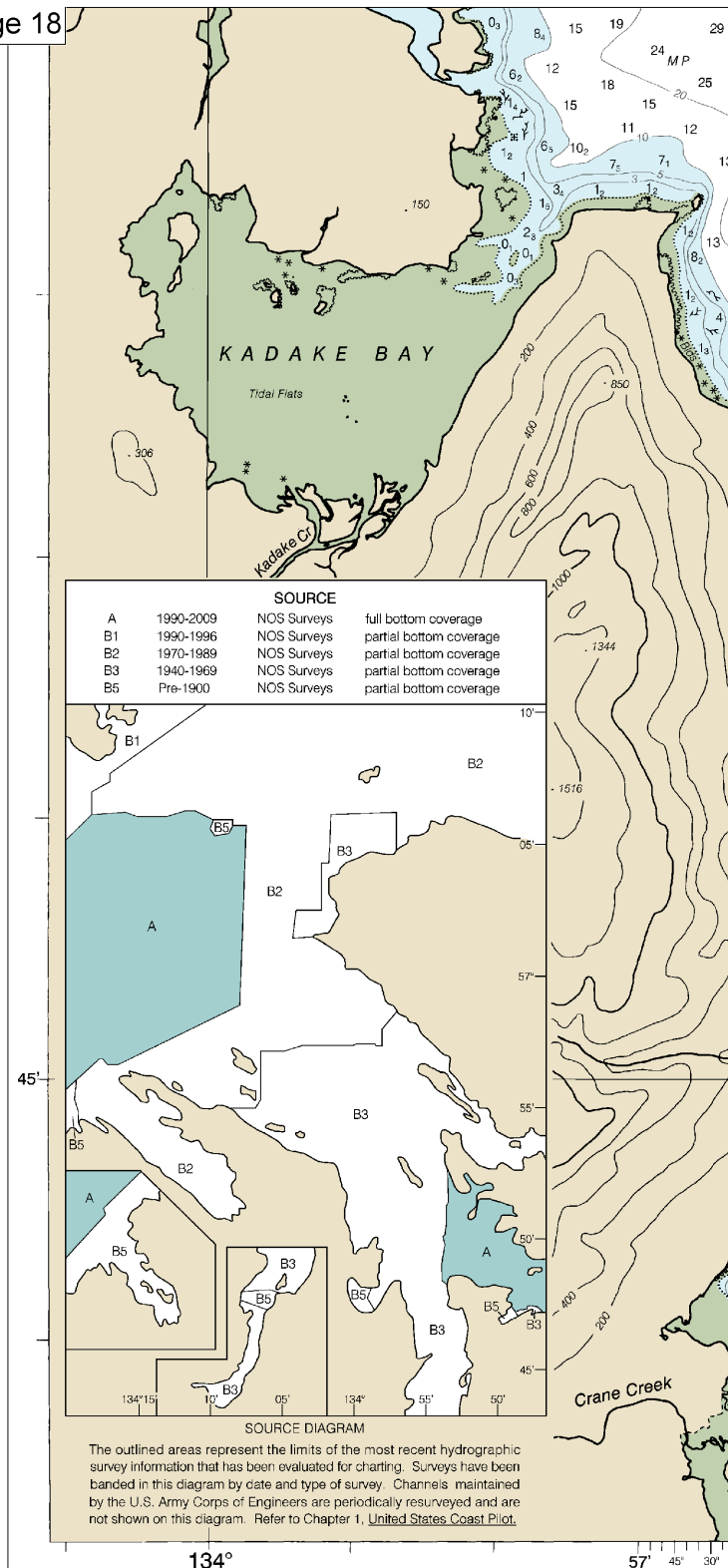
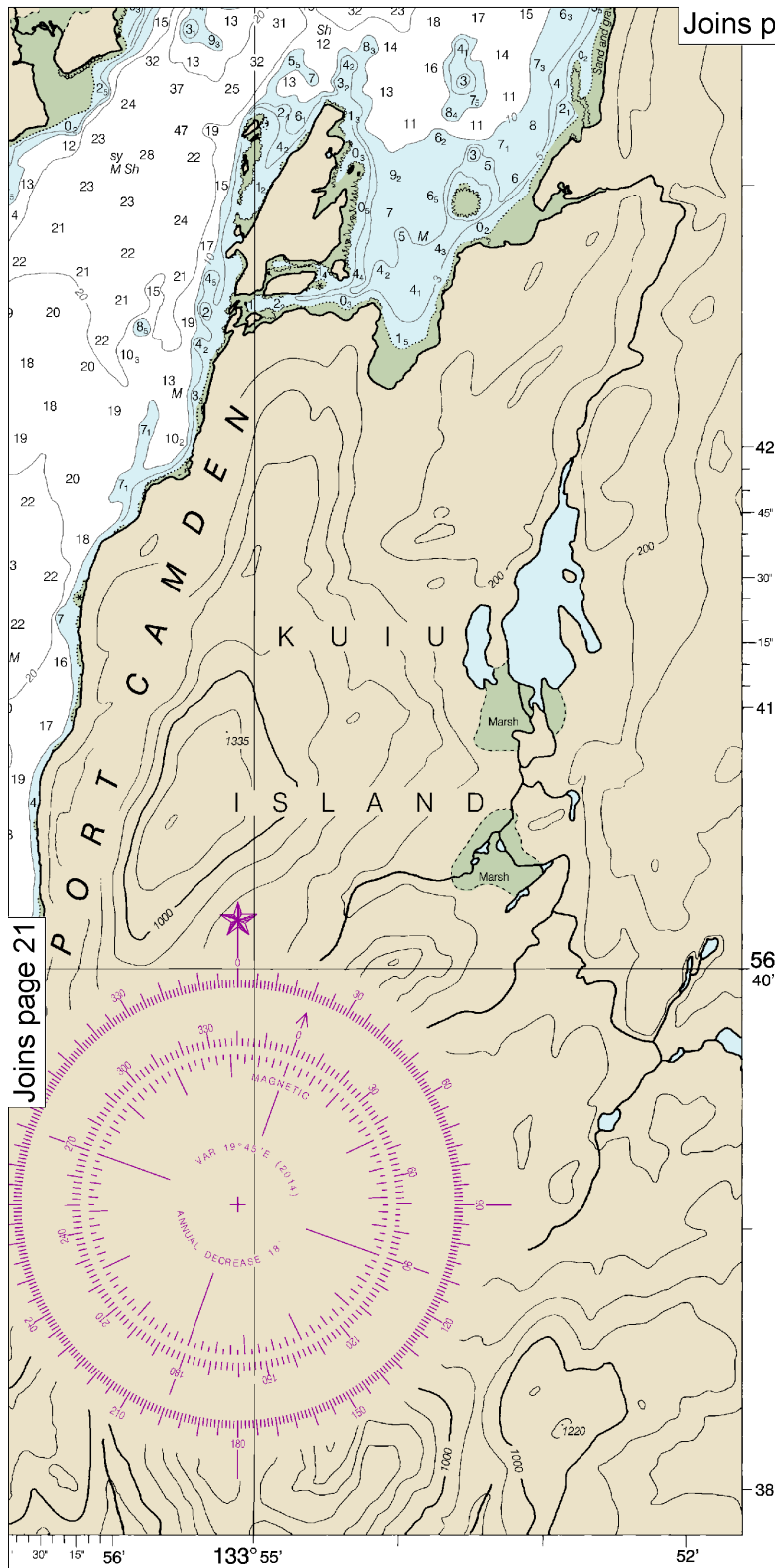




INGS IN FATHOMS
 (FATHOMS AND FEET TO 11 FATHOMS)

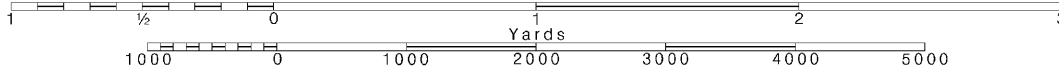
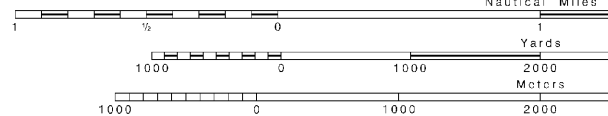
Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

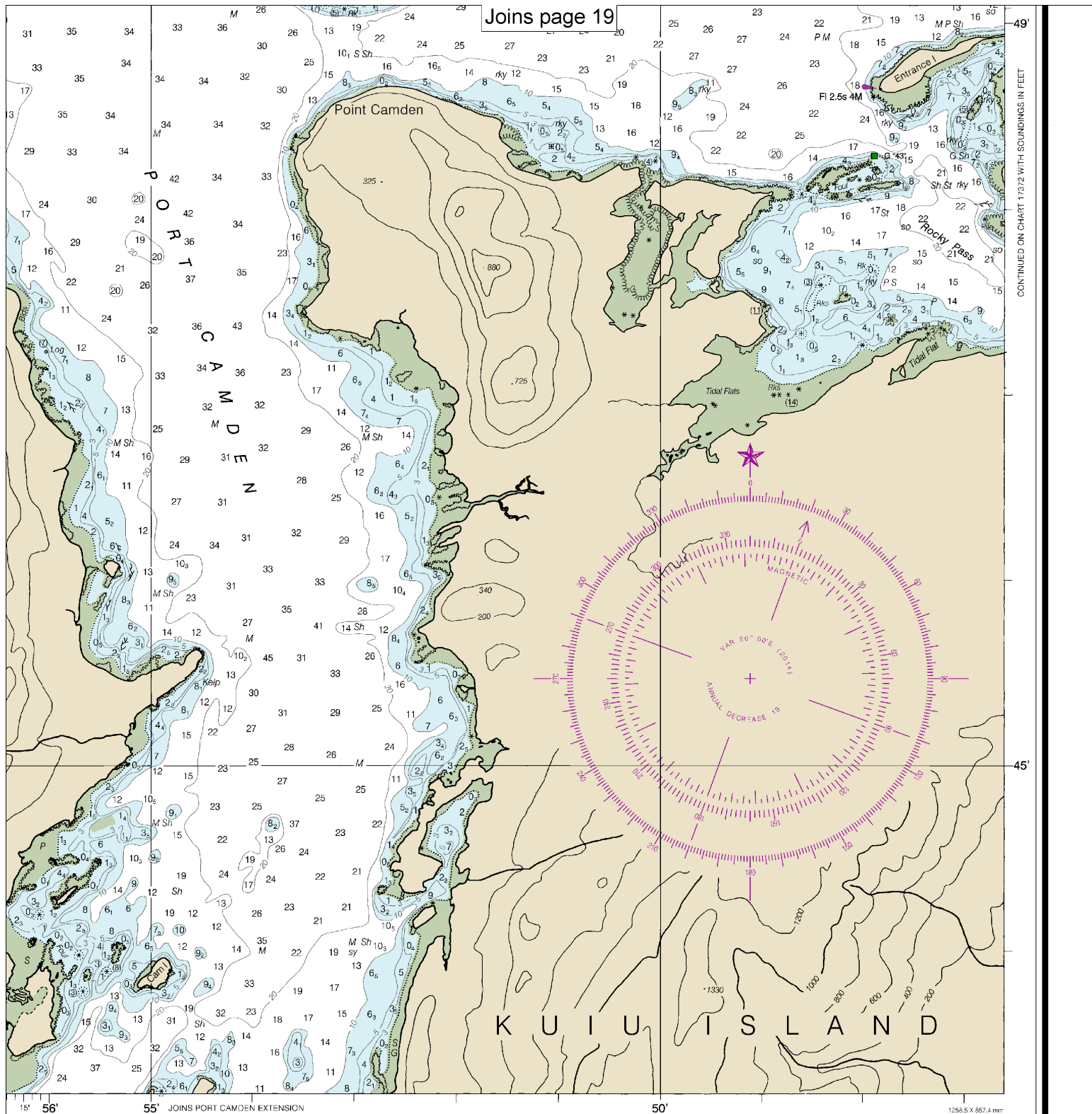




Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
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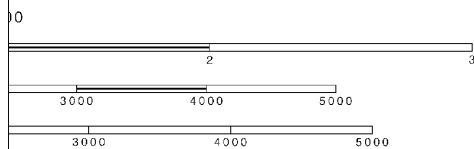




CONTINUED ON CHART 17372 WITH SOUNDINGS IN FEET

Frederick Sound and Keku Strait
SOUNDINGS IN FATHOMS - SCALE 1:40,000

17368





VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.